

CLASSIFICATION SECRETCOUNTRY East Germany

REPORT

TOPIC Jueterbog Airfield

EVALUATION

PLACE OBTAINED

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DATE OF CONTENT

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DATE OBTAINED

DATE PREPARED 21 July 1955

REFERENCES

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PAGES 4 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

1. Observations made at Jueterbog airfield between 26 May and 17 June 1955 included: 25X1

26 May. Between 2200 and 0130, AA guns practiced firing at sleeve targets east of Jueterbog airfield. An Il-28 towing a sleeve target took off from the field and flew circles over the training area at an altitude of 2,000 to 2,500 meters below the clouds. The aircraft and the sleeve target were being illuminated by five searchlights emplaced at the western edge of the training area. When all the five searchlights had caught the sleeve target in their beams, five rounds were fired by the AA guns which were probably of medium caliber because the report produced by the discharge and detonation was very loud. 25X1

28 May. Between 0630 and 0700, four jet fighters which were not covered with tarpaulins were parked immediately northeast of the eastern runway end. Another 16 to 20 jet fighters were seen in front of the northern hangars. The latter aircraft were covered with tarpaulins. No activity was going on at the field. A radio truck fitted with a rod antenna was parked near the runway immediately north of the four alert planes. One searchlight was seen about 30 meters north and another searchlight 30 meters south of the eastern runway end.

30 May. Between 1300 and 1400, about 20 jet fighters were parked in front of the northern hangars. No air activity was observed. The front section of a jet fighter was seen near the test stand in the northeastern corner of the installation. The rear section of the aircraft had been dismantled, apparently in order to exchange the engine.

2 June. Air activity began at 0720. Until 0820, a total of seven individual take-offs had been made. None of the planes which had taken off were observed landing again. At 1330, an Il-28 took off and flew for about half an hour in the Jueterbog area. Two radio trucks fitted with rod antennas were parked northeast of the runway. About 30 tank trucks were seen about 100 meters south of the flight control station. About 25 jet fighters were parked in the landing field, one of them in front of the test stand. The rear section of this aircraft had been removed and its engine was repeatedly tested for periods of five minutes. The installation of the tested engine of the aircraft involved was not observed. 25X1

3 June. Between 1745 and 2000, a total of about 27 jet fighters were observed.

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at the field. About 1900, an Il-28 landed and was parked at the western end of the runway. About 1930, three trucks mounting searchlights proceeded to the eastern end of the runway. Two radio trucks about 100 meters apart were parked at the eastern end of the runway, north of the runway. Night flying was apparently being prepared.

4 June. High altitude flights by jet fighters were made. The aircraft landed individually.

14 June. Aircraft observed at about 2100 included four jet fighters, northeast of the eastern runway end; one jet fighter [redacted] and fitted with auxiliary fuel tanks, 100 meters north of the alert flight; seven jet fighters in addition to two Il-28s in front of one of the western hangars. Two searchlights were seen immediately northeast of the eastern runway end, another searchlight near the railroad line. Three radio trucks were parked along the runway, northeast of it. The red boundary lights on the two sides of the runway were switched on. At midnight, the entire field was dark except for a lamp burning in front of one of the northern hangars, the doors of which were open.

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17 June. At 0900, five sleeve targets were seen at the eastern end of the runway. Three radio trucks and one ambulance were parked northeast of the runway and about 20 tank trucks were parked near the flight control station. Between 0930 and 1030, jet fighters flew circles over the field at an altitude of about 1,000 meters. A transport aircraft landed at 0905. ¹

2. Six 37-mm AA guns were seen in the emplacement near the eastern runway end. The barrels of the guns pointed in different directions. ²
3. At 1430 on 28 May, two flatcars each loaded with an aircraft crate were seen attached to a freight train at Jueterbog railroad station. ³

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4. The following observations were made at Jueterbog airfield between 6 June and mid-June 1955:

6 June. No air activity was observed. EM and officers were receiving theoretical training in the class rooms of the so-called Gipsy Block and the former Hindenburg Block.

7 June. About 10 jet fighters which came from the western hangars were being parked near the runway, for the first time not parallel to it, in the eastern portion of the field. After 0800, these jet fighters began to take off individually and in groups of two. The take-offs and landings were made at intervals of five to 10 minutes. The aircraft remained aloft for 12 to 15 minutes. After landing, the jet fighters taxied back to the take-off area. They took off again after about 60 minutes. At 1600, a jet fighter towing a sleeve target took off and flew to the firing range. Five other jet fighters practiced firing at this target. Flying discontinued at about 1800.

8 June. Air activity with 16 jet fighters which came from the northern hangars started at about 0900. At first, the aircraft took off individually, later in elements of two. The aircraft remained aloft for 20 to 25 minutes. After 1500, only take-offs in elements of two were observed, flying in formations of up to five aircraft was practiced. MiG-17s also participated in these activities. Flying discontinued at 1800.

9 June. Sixteen jet fighters from the western hangars practiced flying after the pattern observed on the preceding day.

10 June. No air activity was observed. The weather was rainy and visibility poor. The air force personnel was given theoretical training.

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11 June. After 0700, a total of 24 jet fighters were removed from the western hangars and pulled to the eastern portion of the airfield and to the area in front of the hangars. Some aircraft were also seen immediately south of the patch of woodland. All the 24 aircraft including some MiG-17s took off between 0730 and 0745 and practiced flying in formations of two and five at different altitudes in the vicinity of the field. The aircraft remained aloft for about 10 minutes and landed individually. They then taxied under their own power to the take-off point and took off again. After three flights had been made, some of the aircraft were refueled. Air activity was very heavy until 1300. Take-offs and landings were made at intervals of 20 to 30 seconds. All the aircraft were fitted with auxiliary fuel tanks. At about 1300, the aircraft taxied under their own power to the hangars.

13 June. No air activity was observed. Theoretical training was given in the morning and maintenance work on the aircraft was done in the afternoon.

14 June. At 0800, three Il-28s took off and left in wedge formation toward Markendorf. After 40 minutes, the aircraft landed again. At 0930, the three Il-28s took off again in the same formation and landed at the field at 1015. At 1220, 12 jet fighters left the western hangars and were parked south of the patch of woodland. From there, one jet fighter each taxied to the eastern end of the runway at intervals of 20 minutes. The individual aircraft made flights of about 18 minutes' duration. Two minutes after the preceding jet fighter had landed, the next one took off. Flying was discontinued at about 1800.

Prior to mid-June, an Il-28 would fly over the target range daily from 0630 to 0710 and from 1830 to 1910. No sleeve target was observed.

5. It was observed that the landing brake at the ^{tail} of MiG-17s were rectangular and not almost triangular as observed on MiG-15s. The cockpit roof slid back to the rear. When the cockpit was open, the rear of the glass cupola was just in front of the antenna rod, which was as high as the cockpit roof and apparently slightly thicker than the antenna of the MiG-15. It could not be definitely observed that the antenna rod slanted to the rear. No wire extended from the antenna rod to the rudder assembly or to any other point of the aircraft. A gun of undetermined caliber was seen projecting on the left side of the plane below the air inlet. On MiG-17 the following characteristic features of the wings were noticed: 25X1

- a. The wing tips were slightly rounded, while the wing tips of MiG-15s were almost square.
- b. The trailing edge of the wings faired smoother into the fuselage.
- c. Each of the wings was fitted with two boundary layer fences (Grenzschichtzäune).

No differences in the degree of the sweep-back between MiG-15s and MiG-17s has been observed, so far.

6. Truck driven by a driver with air force epaulets, was repeatedly seen in front of a hangar. 4 25X1
7. On 7 June, eight railroad tank cars arrived at the fuel dump of the airfield. On 8 June, 25 tank trucks appeared at the fuel dump and apparently took on gasoline. The tank trucks left in the direction of Treuenbrietzen. 25X1

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1. Comment. It is believed that Justerbog airfield is still occupied by two fighter regiments. Air activity by the jet fighters and the three Il-28s employed in connection with AAA firing practices was normal. About 20 jet fighters per regiment were observed at the landing field. According to available information, the MiG-17 is fitted with three boundary layer fences and not, with two. Aircraft were observed for the first time on MiG aircraft. The other aircraft numbers were previously reported from Justerbog. 25X1
2. Comment. The existence of an AA gun emplacement at the eastern end of the field is confirmed. 25X1
3. Comment. Since early March 1955, shipments of aircraft crates have continuously been observed arriving at or leaving Justerbog. These shipments are connected with the gradual re-equipment of Soviet fighter units with MiG-17s. Motor vehicle was reported for the first time. 25X1

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